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Amontillado
Sherry
\$17.00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

Fine Old
FRUITY
PORT
\$18.00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

No. 12,790

號五廿月三年四零百九千一英

HONGKONG, FRIDAY, MARCH 25, 1904

日九初月二年辰甲

PRICE, \$3.00 Per Month

MACWEN FRICKEL & CO.,

SHIPPING AND FORWARDING DEPARTMENT.

CHINA PARCEL EXPRESS.

SHIPPING DATES.

To England... 15th Mar.
To France... 15th
To Germany... 15th
To Italy... 15th
To United States via San... 14th
To United States via Suez Canal... 20th
To India... 12th
To South Africa... 12th
To Australia and New Zealand... 8th
To Canada... 8th
Estimates for Freight and free delivery charges upon receipt of Cubic Contents and Weights.

DELIVERY ANYWHERE.
Office—3, DUNDRELL STREET.
Hongkong, March 4, 1904.

Wanted.

WANTED.

THE BUSINESS TRAINING COLLEGE requires Additional TEACHERS for Double Entry and Elementary Bookkeeping, also for a special system for an Estate Agents Business.—WATKINS PERLE, Principal, Studio, Watkiss Buildings, near G.P.O. Hongkong, March 24, 1904.

WANTED.

A Good TRAVELLING AYAH is willing to give her services in return for Passage as far as Colombo at a small Salary. References can be had on applying to "S. F. L." Care of "CHINA MAIL" Office. Hongkong, March 21, 1904.

Intimations.

FOR DISPOSAL.

A FAMILY HOTEL in CENTRAL DISTRICT, Well Established and doing Excellent Business. Owner retiring. Apply to "M." Care of "CHINA MAIL" Office. Hongkong, March 22, 1904.

NOTICE.

BY Kind Permission of the Stewards of the JOCKEY CLUB, The HONGKONG SCHOOLS SPORTS will be held on the RACE COURSE, on the 29th Inst. (Hots only), and on the 28th Inst. Hongkong, March 22, 1904.

LOST.

NEAR Post Office BLACK LEATHER POCKET BOOK, containing Four Hongkong and Shanghai Bank Notes, Letters, Cards, bearing name of Owner, etc. Reward on returning same to "J. W. B." Care of "CHINA MAIL" Office. Hongkong, March 15, 1904.

MEE CHEUNG.

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs.
ENLARGEMENTS A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
1587.

ZETLAND HOUSE.

No. 10, QUEEN'S ROAD CENTRAL.
SUPERIOR ACCOMMODATION.
Moderate Charges.
MRS. WATLING, Proprietress.
Hongkong, January 14, 1903.

MADAME FLINT & CO.

LA MODE DE PARIS.
MILLINERY AND DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5.
Hongkong, September 16, 1903, 1904.

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HIS PRINCE OF WALES

Supplied at all the leading Clubs and Hotels and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER-BEATS, LIGHTERS,
TUGS AND FAST STEAM-LAUNCHES.

Pumps, Packings, General Store, and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS.
20, CONNAUGHT ROAD CENTRAL. KOWLOON BAY.
W. S. BAILEY, M. M. MURPHY, E. O. MURPHY, W. H. CO., A. L. MURPHY.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.
Consulting and Superintending Engineers and Surveyors.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,383 tons, Captain R. D. Thomas.
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. FATSHAN, 2,260 tons, Captain W. A. Valentine.
S.S. HANKOW, 3,073 tons, Captain C. V. Lloyd.
S.S. KINSHAN, 2,860 tons, Captain J. J. Lossius.
Departures from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).
Departures from CANTON to HONGKONG daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

S.S. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m. and on Sundays at 12.30 p.m.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE IND-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 588 tons, Captain B. Branch.
S.S. NANNING, 569 tons, Captain C. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are fitted with the latest improvements by electricity. Further particulars may be obtained at the Office of the—

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18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE, Proprietor and Manager.
Hongkong, January 20, 1904.

PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.
Gold Medal at the Indian Industrial Exhibition 1898, 1900 & 1901.

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THE GOREPORE CO., LD.,
CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.
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Sole Agents,
Hongkong.
Cable Address "LOKLEY," Hongkong.
Hongkong, July 22, 1903.

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88 & 29, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHOPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900.

WILLIAM MACLEOD, D.D.S.,
DENTIST.
11 & 12, BEACONFIELD ARCADE,
Hongkong, September 22, 1903.

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DR. WILLIAM DANIEL,
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Hongkong, February 18, 1904.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Taps, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fire Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Taps, Millboard, Insertions, and Ropes.

Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oil always in hand.

Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

Asbestos Packed Cocks, Stop Valves, and Gauge Columns, Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers,
Hongkong.

Office, 6 Des Voeux Road,
opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

ESTABLISHED OVER 50 YEARS.

HIGH-CLASS TAILORS and OUTFITTERS.

NEW SPRING SUITINGS.

ENGLISH & AMERICAN BOOTS.

TRUNKS and BAGS.

SADDLERY & STABLE REQUISITES.

LANE, CRAWFORD & Co.

Hongkong, February 26, 1904.

THE HONGKONG HOTEL.

A FIRST-CLASS HOTEL IN EVERY RESPECT.

WELL FURNISHED THROUGHOUT

BEST QUALITY PROVISIONS AND LIQUORS.

EUROPEAN CHEF.

EVERY COMFORT FOR VISITORS. PRICES MODERATE.

Stirs Sluggish Livers

THERE are many people who will be glad to know that DEBOHAN'S PILLS will wake up and put their livers in good working shape without causing griping, nausea and the disagreeable effects of cathartics or other purgatives. Splendid for constipation. Full directions with each bottle.

120 PILLS 55 Cents.

SOLE AGENTS:

WATKINS LIMITED,

Chemists and Druggists.

THE APOTHECARIES HALL,

WATKINS BUILDING.

TELEPHONE 344.

MAC LAREN'S CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,
SOLE AGENTS.

Hongkong, May 6, 1903.

THE HONGKONG FROZEN FOOD SUPPLY.

DEPOSIT—No. 3, ICE HOUSE STREET.

TELEPHONE NUMBER 343.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s s.s. Tai-yuen, including MUTTON, LAMB, PORK, SPICED BEEF, HAMS, RABBITS, PORK SAUSAGES, MILK (Concentrated), Fresh BUTTER (80 Cts. per lb.), CHEESE, HAM (Prime, Smoked).

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the coming-tower and the enemy is in sight has been given by Mr. Archibald Hurd in "How Our Navy is Run." First will be the consultation with all the separate chiefs on the ship, and the final orders to each. Then the commander gives the order "Clear lower deck."

"CLEAR SHIP FOR ACTION," "Then is witnessed a scene of organized confusion," he writes. "Every man being told off for his special duty, immediately rushes to his allotted place, and was-betide the person who gets in the way; whether it be officer or man, he will probably go spinning. Below decks all the mess tables and stools are stowed away, the gun-room bathroom is turned into an operating room, likewise the sick bay forward, so that one doctor can be in the fore end of the ship, and another one aft. Down lower still, in the bowels of the ship, we find the torpedo crews, testing the torpedoes and tubes, over-hauling here, and repairing there, where necessary, whilst others will be testing the gun circuits on deck. The gunnery staff is clearing away magazines, preparing fuzes, and seeing shells are properly stowed and ready for use."

"Down lower still, the chief engineer and his sweating assistants are busy raising steam for full speed, getting bunkers trimmed to the best possible advantage, testing all valves and working parts, screwing up here, and slackening off there; the steam-steering gear is thoroughly overhauled, the hand gear worked to see if everything is in proper order; and a party on deck by the telegraphs, which ring the order to the engine room from the conning-tower. Here

"THE ENGINEER'S MUST TOIL AND SWEAT in an atmosphere of oil and grease, rendered still worse by the removal of the ventilating cowls, watching each nut and bolt, each throbbing cylinder and clanking piston-rod of the mighty engines they control. Below, again, the stripped and sweating stokers, in a very inferno of glare and heat, feed incessantly the roaring mouths of the furnaces, unknowing the future of battle overhead above the water-line, but knowing only this that should they fail all else is but of little worth."

"Full speed ahead" is rung down to the engine-room, and no sooner is the order given than the ship seems to jump ahead, as does a willing horse in answer to the spur. Straight through a fairly heavy head-sea comes the good ship, spray comes over all sides, but who cares for salt water when a fight is the goal in sight?

"The opposing battleships are at a calculated distance. The captain gives the order to the forward 9.2 in. gun to open fire and see what the range is. Fuzes are adjusted, and everybody is on tiptoe of suppressed excitement."

"So, with white foam dancing round her forefoot, with clouds of black smoke pouring from her funnels, wrapped in a thin yellow haze, stabbed incessantly with strokes of flame, the huge, grey leviathan shoots onward across the sea, to victory or naught.—*Home Paper*, February 9th."

FAMILY Doctor: "I hope, my dear lady, that you are all the better for your long holiday and thorough change of air. The Patient: "It has done all the good in the world, my dear doctor. I am a different being; in fact, quite another woman." Sharp Child: "Oh, mamma! How pleased papa will be when he hears this!"

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OWNERS leaving the Colony. The CRUISER-YACHT "FLOREN," 58 feet over all, Cabin with accommodation for four Europeans, Pantry, etc., with all fittings complete. Suitable for Pleasure or Shooting Parties. May be inspected on application to the ITALIAN FAR-EAST TRADING COY., 10, Des Voeux Road. Hongkong, March 5, 1904. 434

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COMPOSITE SINGLE SCREW STEAMER, 205 Tons, Hull 4" Teak, Length 180 feet, Breadth 23 feet, Depth Hold 10' 6", Draught Loaded 9' 6". Engines Compound Horizontal 72 H. P. Diameter of Cylinders 20" and 42", Stroke 27". Boiler two Marine Tubular, 9' x 9' 6" (16 years old). Consumption 8 Tons 24 Hours. Speed 10 Knots fair weather. Passenger Certificate 500. For further particulars, apply to TUNG KEE & CO., 149, Bonham Street. Hongkong, March 14, 1904. 504

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Hongkong, December 18, 1900. 2639

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2 WYNDHAM STREET
HONGKONG.

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	H.P.	Captain.	Port reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. O. de B. Brook	Hongkong
Albion	battleship, 1st class	12,000	16	13,500	Captain T. H. M. Jorram	Hongkong
Algerine	sloop	1050	6	1400	Commodore R. Nugent	Hongkong
Albatross	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Hongkong
Albatross	cruiser, 1st class	12,000	12	13,000	Captain F. G. Stopford	Hongkong
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hongkong
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Shanghai
Albatross	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Albatross	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Albatross	water tank and tug	390	—	300	—	Hongkong
Albatross	cruiser, 2nd class	5600	11	9600	Captain Robert H. S. Stokoe	Singapore
Albatross	sloop	1070	10	1400	Comdr. Ernest Barton	Newchwang
Albatross	torpedo boat destroyer	360	—	8700	—	Hongkong
Albatross	cruiser, 3rd class	1680	12	2000	Comdr. P. V. Lawes, D.S.O.	Hongkong
Albatross	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Com. H. L. Wall	Shanghai
Albatross	torpedo boat destroyer	275	6	4000	—	Weihaiwei
Albatross	torpedo boat destroyer	280	6	4000	—	Shanghai
Albatross	river gunboat	14,100	—	31,500	Lieut.-Comdr. C. Asser	Weihaiwei
Albatross	cruiser, 1st class	180	2	800	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Albatross	river gunboat	12,950	16	13,500	Lt.-Comdr. G. G. Webster	Macao
Albatross	battleship, 1st class	12,950	16	13,500	Captain R. F. Foote, C.M.G.	Hongkong
Albatross	torpedo boat destroyer	350	6	6300	Lt.-Com. G. G. Codrington	Weihaiwei
Albatross	sloop	1015	6	1400	Commander W. H. Nicholson	Shanghai
Albatross	surveying-vessel	835	6	650	Captain Morris H. Smyth	Hongkong
Albatross	river gunboat	980	10	1400	Com. D. St. A. Wake	Shanghai
Albatross	river gunboat	35	2	240	Lt.-Com. John P. Irven	Canton
Albatross	sloop	980	6	1400	Comdr. T. Jackson	West River
Albatross	river gunboat	85	2	240	—	Hongkong
Albatross	cruiser, 2nd class	3600	8	9000	Capt. C. H. H. Moore	Yangtze
Albatross	river gunboat	85	2	240	Lt.-Comdr. Davidson	Hongkong
Albatross	torpedo boat destroyer	350	6	6300	—	Hongkong
Albatross	torpedo boat destroyer	350	6	6300	—	Hongkong
Albatross	cruiser, 2nd class	5600	11	9600	Captain Lewis Bayly	Hongkong
Albatross	receiving ship	450	6	900	Commodore Dickson	Hongkong
Albatross	river gunboat	180	2	800	Lt.-Comdr. B. V. Dugmore	Yangtze
Albatross	cruiser, 2nd class	3400	8	9000	Capt. J. A. G. Wilkinson	Weihaiwei
Albatross	coast defence gunboat	363	3	200	Lieut. Forbes	Hankow
Albatross	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	Hongkong
Albatross	sloop	980	10	1400	Comdr. S. St. John Farquhar	Singapore
Albatross	torpedo boat destroyer	350	6	6300	Lieut.-Comdr. A. B. Barker	Hongkong
Albatross	torpedo boat destroyer	350	6	6300	Lt.-Comdr. Ernest O. Hardy	Hongkong
Albatross	river gunboat	150	2	580	In Reserve	Hankow
Albatross	river gunboat	150	2	580	Lieut.-Com. Hugh Somerville	Yangtze
Albatross	river gunboat	150	2	580	—	Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Port reported at.
Aspern	Austrian cruiser	962	—	—	Capt. Friedrich Griesenberzen	Chafoo
Kaiserin Elisabeth	Austrian cruiser	4090	—	—	Captain Mirth	Chafoo
Acheron	French gunboat	1798	—	—	Captain Lefevriere	Haigon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Canton
Argus	French gunboat	—	—	—	Capt. Crespin	Canton
Aspic	French gunboat	475	3	450	Commander Journe	Saigon
Avalanche	French gunboat	—	—	—	—	Haiphong
Bengali	French gunboat	580	—	—	Lieut. Haron	Haiphong
Bugeaud	French cruiser	3740	29	9000	Capt. Lafave	Shanghai
Chateaufrenault	French cruiser	8018	18	—	Captain V. Poldione	Shanghai
Comete	French gunboat	525	—	—	Commander Louis	Haiphong
Decidie	French gunboat	680	—	—	Commander Guthrie	Saigon
Kersaint	French gunboat	1250	6	2200	Capt. Le Gollieur	Haiphong
Lion	French gunboat	470	—	—	Capt. Bécue	Saigon
Montcalm	French cruiser	9700	12	19,600	Captain Aros	Saigon
Olry	French gunboat	—	—	—	Capt. Hurat	Shanghai
Pastel	French cruiser	4015	27	8500	Captain Seids	Shanghai
Redoubtable	French cruiser	1937	8	6071	—	Saigon
Styx	French cruiser	1798	10	—	Capt. Vincent	Saigon
Surprise	French gunboat	449	2	900	Captain Thomas	Hongkong
Takiang	French gunboat	—	—	—	—	Yangtsze
Takou	French destroyer	—	—	—	Lieut. Gaillard	Saigon
Vauban	French cruiser	—	—	—	Captain Blonde	Along Bay
Vigilant	French gunboat	—	—	—	Lieut. Carol	Canton
Vipere	French gunboat	400	4	441	Comdr. Villeneuve	Saigon
Bussard	German cruiser	1887	15	2900	Comdr. Huss	Amoy
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Provo	Hongkong
Geier	German cruiser	1778	15	2989	Comdr. von Studnitz	Shanghai
Hansa	German cruiser	8000	34	10,000	Capt. van Bemmern	Kiautschow
Hertha	German cruiser	37,400	100	10,000	Capt. Baron von Schimmelmarm.	Hongkong
Ilse	German gunboat	1000	10	1300	Capt. Baron M. Hüllessem	Shanghai
Jaguar	German gunboat	900	10	1900	Comdr. Willbrandt	Saigon
Luchs	German gunboat	850	10	—	Comdr. Kroencke	Hongkong
Möwe	German gunboat	1529	—	—	Comdr. Fasper	Hongkong
Seeadler	German cruiser	1640	15	2800	Comdr. Pontius	Shanghai
Tiger	German gunboat	900	10	1900	Lieut. Comdr. Deimling	Shanghai
Vorwaerts	German gunboat	—	—	—	Lieut. Comdr. von Weise	Shanghai
Thetis	German cruiser	—	—	—	Capt. Dink	Shanghai
Elba	Italian cruiser	2730	10	7471	Captain Volcelli	Shanghai
Piemonte	Italian cruiser	2427	34	12,000	Captain Dussone	Shanghai
Vesuvio	Italian cruiser	4500	24	6823	Captain Zec	Shanghai
Vettor Pisani	Italian cruiser	8500	18	13,000	Capt. Calì	Shanghai
Dia	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Macao
Zaire	Portuguese gunboat	690	—	—	Capt. F. J. Barbosa Leal	Macao
Aleout	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Amur	Russian cruiser	2800	5	4700	Comdr. Gramatshikov	Vladivostok
Askold	Russian cruiser	8000	27	—	Capt. Reitzenscheide	Sunk (?)
Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
Bayarin	Russian cruiser	3200	6	—	—	Sunk
Boba	Russian gunboat	1050	8	1150	Comdr. Erjckovitch	—
Bogoyt	Russian cruiser	6640	12	—	—	Port Arthur
Diana	Russian cruiser	6731	6	—	—	Port Arthur
Dyghill	Russian gunboat	1456	3	1700	Capt. Nasarowsky	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Comdr. Youreff	Port Arthur
Gromnitsky	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Port Arthur
Gromobol	Russian cruiser	12,384	44	14,500	Captain Jesso	Vladivostok
Korost	Russian gunboat	1000	6	1900	Comdr. Kramoff	—
Korost	Russian gunboat	1313	7	1500	Comdr. Norakowsky	Sunk
Mandjour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Navarin	Russian battleship	10,206	12	9000	—	Port Arthur
Novik	Russian cruiser	3000	6	17,000	—	—
Olvajny	Russian gunboat	1490	6	2000	Comdr. Vestlief	Port Arthur
Pallada	Russian cruiser	6731	18	—	—	Ashore
Petrov	Russian battleship	12,674	18	14,600	Captain Koroleff	Port Arthur
Petrovskiy	Russian battleship	10,960	16	10,600	Captain Jakovlev	Port Arthur
Pobeda	Russian battleship	12,674	18	14,600	Capt. Zatsarskiy	Port Arthur
Pokaya	Russian battleship	10,960	16	10,600	Captain Osoroff	Port Arthur
Rashovnia	Russian cruiser	1534	10	1768	Comdr. Liven	Port Arthur
Ratzyan	Russian battleship	15,902	18	16,000	Captain Sepevrennikoff	Ashore
Russia	Russian protected cruiser	12,300	18	17,000	Capt. Matusevich	Vladivostok
Rurik	Russian protected cruiser	10,923	26	12,350	Capt. Beperevnikoff	Vladivostok
Sverdopol	Russian battleship	10,960	16	10,600	Capt. Beperevnikoff	Port Arthur
Slavich	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Stoeb	Russian gunboat	1050	8	1120	Comdr. Ginter	Port Arthur
Taravitch	Russian battleship	12,200	26	16,500	—	Newchwang
Vladik	Russian cruiser	6500	27	20,000	Capt. Bahr	Ashore
Zabiyko	Russian gunboat	600	9	3200	Comdr. Zagorlansky-Klose	Sunk
Zabiyko	Russian cruiser	1930	15	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3800	—	—	Capt. Dyer	Shanghai
Annapolis	U. S. gunboat	1000	6	1227	Capt. Bohrer	Shanghai
Callao	U. S. cruiser	235	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	8913	—	—	Capt. H. E. Mason	—
Don Juan de Austria	U. S. gunboat	1120	—	—	Captain Penfill	—
Elisbeth	U. S. gunboat	1440	—	—	Capt. G. C. Hood	Singapore
Helena	U. S. gunboat	1392	8	1988	Comdr. Stanton	Shanghai
*Kentucky	U. S. flagship	11,000	41	10,000	Captain R. M. Barry	Shanghai
*Monadnock	U. S. monitor	8890	6	8000	Captain Mahan	Hongkong
Monocacy	U. S. gunboat	1370	6	850	Captain Danfield	Shanghai
Monterey	U. S. monitor	4084	4	6244	Comdr. W. H. Beecher	Tientsin
New Orleans	U. S. cruiser	8427	20	—	Commander Sperry	Hongkong
Oriskany	U. S. cruiser	10,228	45	—	Captain Brewster	Shanghai
Rainbow	U. S. cruiser	4000	—	—	Commander G. L. Dye	Shanghai
Raleigh	U. S. cruiser	3213	—	—	Captain Macao	Shanghai
Vicksburg	U. S. cruiser	1000	18	1118	Commander Marshall	Shanghai
Villaboa	U. S. gunboat	400	—	—	Lieut. L. O. Bartlett	Shanghai
Wilmington	U. S. gunboat	1597	9	1894	Commander U. K. Harris	Shanghai

BY TELEGRAPH.

["CHINA MAIL" EXCLUSIVE SERVICE.]
SUPPLIED BY REUTER, VIA HONGKONG.

[Received March 24, 5.35 p.m.]

THE RUSSO-JAPANESE WAR.

JAPANESE ARMY LOCATED.

Strong Position at Anjo.

LONDON, March 24.

Viceroy Alexief telegraphs that a division of the Japanese army is now at Anjo, where earthworks have been thrown up.

The remainder of the First Army Corps is at [unclear].

Squadrons of Japanese cavalry have advanced as far as Pakchon.

A party of three hundred Japanese occupied Yongpyon on Saturday, the 19th instant.

[Anjo is about fifty miles north of Ping-Yang and about seventy miles south of the Yalu. A river separates Anjo from Pakchon, which is some ten or fifteen miles nearer the Yalu. It is evident from the information given in our telegram that the main body of the Japanese army is in the neighbourhood of Pingyang, where the first serious encounter with the Russian forces was expected to take place. The Russian army, however, has not got so far south as was anticipated, and it is now probable that General Kuropatkin will contest the passage of the Yalu. Yongpyon (or Nyongpyon) is about twenty miles east of Pakchon and twenty miles north-north-east of Anjo. E.M.]

[S.S. DAILY NEWS SERVICE.]

RUSSIAN NAVAL REINFORCEMENTS.

TOKIO, March 19.

It is reported that the pick of the Russian Baltic squadron is to leave for the Far East at the end of April or early in May.

A DISASTER ON LAKE BAIKAL.

It is stated that 770 Siberian recruits and 60 camp-followers were drowned in Lake Baikal on the 15th instant.

OPENING OF JAPANESE DIET.

The Emperor's Speech.

TOKIO, March 20.

The Emperor, in his speech at the opening of the Diet, expressed his pleasure at the ever-increasing friendship for Japan shown by the Treaty Powers, and regretted that, owing to the minority of Russia, hostilities had broken out.

The object, however, of the war already opened must be realized.

Our executive arms, His Majesty said, are now displaying their loyalty and bravery amidst hardships, and he trusted that his subjects would enhance the national glory by their harmonious action.

PORT ARTHUR NOT TAKEN.

Official Japanese Report.

We have received from Mr. M. Nomu, the Japanese Consul, the following official telegram:—

TOKIO, March 25, 12.10 a.m.

Admiral Togo reports that his fleet, consisting of the combined squadrons, operating as previously arranged, together with both sections of our destroyer flotilla, made a demonstration against Port Arthur on the night of the 21st, and morning of the 22nd, the destroyers reconnoitred the approaches to the harbour, both sections coming under the enemy's fire without sustaining any damage.

At 8 a.m. on the 22nd, our main fleet, with part of the cruiser squadron, approached Port Arthur, while a squadron was dispatched to Pigeon Bay.

Our battleships, the *Fuji* and *Yashima*, opened an indirect bombardment on the inner harbour. During the engagement the enemy's fleet gradually came out of the harbour. When we ceased our fire on the 22nd, the fleet consisted of five battleships, four cruisers and ten torpedo destroyers. The enemy's ships cruised about under protection of the guns of the forts and seemed as if they were inviting us to approach. The enemy's forts and fleet fired on us at long range, most of their shells falling round the *Fuji*. Our ships, however, sustained no hurt. Our fleet withdrew at 3 p.m.

COST OF THE WAR.

A Japanese financial authority thinks that whatever the war costs this country it will cost Russia five times as much. On a basis of the war costing Japan Yen 40,000,000 per month, he thinks that against Japan's war fund of Yen 400,000,000, a year, Russia will be able to bear this expense. He maintains that according to foreign telegrams Russia will not be able to do so, and that she is already endeavouring to borrow from another country.

RUMOURED SKIRMISH NEAR THE YALU.

A Chinese official here is reported to have received news from Antung that a few days ago a body of Japanese troops on outpost work suddenly came across between 400 and 500 Russian cavalry on the Korean side of the Yalu and in the fight that ensued some sixty odd Russians were placed hors de combat and the Chinese cavalry forced across, over the Manchurian shore. The last seen of them was as they disappeared over a small clattering towards Antung. The Japanese, it was said, carried the news that they had killed the Russians.

CANTON NOTES.

(From Our Own Correspondent.)

THE RUSSIAN MURDER CASE.

Canton, March 23.

I am reliably informed that the murder case of the Reformer in Hongkong, on which Mr. E. R. Hallifax and Deputy Inspector Gidley were up about, has now been definitely settled and presumably to the satisfaction of the Hongkong Police Force, which, so ably, traced all the guilty parties during many months. The chief participants will be shortly beheaded and all others in any way concerned are to be rigorously punished.

OUR PROTECTORS.

The French river gunboats, *Vigilante* and *Argus*, and the German gunboat *Taiguck* arrived this afternoon.

FOOTBALL.

HONGKONG V. THE NAVY.

The Hongkong Football Club were defeated by a combined team from the Navy yesterday by six points to four. The teams were as follows:—
Hongkong:—Arthur, full back; Dixon, Pearce, Cameron, and Black, three-quarters; Jordan and Millman, halves; Sandford (Capt), Hallifax, Rogers, Boyd, Dumbell, Strover, Rowley, and Chad, forwards.

The Navy:—Cantrill, full-back; Blair, Longmore, King, and Doyle, three-quarters; Child and Blackwood, halves; Gordon, Rice, Willis, Reeves, Little, Bisset, Davies, and Formby, forwards.

The Navy won the toss and Sandford kicked off for the Club. From the kick the Club attacked and play was confined to the Navy's half for a period. Forward play by the Navy carried the ball into the Club's territory where Arthur and Jordan showed good defensive work. By a long kick Pearce gained considerable ground for the Club and relieved the pressure. The Navy were playing a good forward game and soon were back to the attack. Doyle picked up from a dribble and dashed away, but was pulled down by Black.

The Navy's game, however, was not so far south as was anticipated, and it is now probable that General Kuropatkin will contest the passage of the Yalu. Yongpyon (or Nyongpyon) is about twenty miles east of Pakchon and twenty miles north-north-east of Anjo. E.M.]

[S.S. DAILY NEWS SERVICE.]

RUSSIAN NAVAL REINFORCEMENTS.

TOKIO, March 19.

It is reported that the pick of the Russian Baltic squadron is to leave for the Far East at the end of April or early in May.

A DISASTER ON LAKE BAIKAL.

It is stated that 770 Siberian recruits and 60 camp-followers were drowned in Lake Baikal on the 15th instant.

OPENING OF JAPANESE DIET.

The Emperor's Speech.

TOKIO, March 20.

The Emperor, in his speech at the opening of the Diet, expressed his pleasure at the ever-increasing friendship for Japan shown by the Treaty Powers, and regretted that, owing to the minority of Russia, hostilities had broken out.

The object, however, of the war already opened must be realized.

Our executive arms, His Majesty said, are now displaying their loyalty and bravery amidst hardships, and he trusted that his subjects would enhance the national glory by their harmonious action.

PORT ARTHUR NOT TAKEN.

Official Japanese Report.

We have received from Mr. M. Nomu, the Japanese Consul, the following official telegram:—

TOKIO, March 25, 12.10 a.m.

Admiral Togo reports that his fleet, consisting of the combined squadrons, operating as previously arranged, together with both sections of our destroyer flotilla, made a demonstration against Port Arthur on the night of the 21st, and morning of the 22nd, the destroyers reconnoitred the approaches to the harbour, both sections coming under the enemy's fire without sustaining any damage.

At 8 a.m. on the 22nd, our main fleet, with part of the cruiser squadron, approached Port Arthur, while a squadron was dispatched to Pigeon Bay.

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THE DRAINAGE SYSTEM.

Mr. Chadwick's Scheme for Ventilation of Sewers.

The subject of the ventilation of sewers came before yesterday's meeting of the Sanitary Board.

Correspondence relative to the existing drainage system in Hongkong having been circulated among the members.

Mr. A. Rumball pointed out that no harm need be apprehended by abolishing the interesting trap system now in vogue, as the gas from the street and house sewers will be so greatly diffused and diluted with the atmosphere through the numerous ventilating pipes now found in every second or third building as to make the noxious smell, if any, inappreciable. As stated in Mr. Chadwick's report, buildings erected under the new law will not have a drain or sewer, and thus no intercepting trap will then be necessary as the sewage waters will pass through an open surface channel in the back lane, not through the back yards, as had been adopted in many instances with the approval of the Sanitary Surveyor in buildings recently erected.

One very great advantage that will be derived from abolishing this intercepting or disconnecting system, will be the doing away of one of the greatest breeding places for mosquitoes. As intercepting traps are situated on a lower level of house sewers, mosquitoes deposit their larvae on the sides of the trap. A small piece of matting with gunny mat, bird lime or molasses, placed over the grating before daybreak will prove the accuracy of this statement as mosquitoes will be found to stick to the gunny surface.

Mr. Chadwick asked whether, in the case of house drains, he was fixing intercepting traps in cases where they could be fixed, or not. If not, the ventilating pipe would act as a ventilator for the main sewer, which was in accordance with Mr. Chadwick's ideas on the subject.

In his report the Sanitary Surveyor, Mr. J. Bryn, stated:—Before such a system is adopted the recommendation contained in paragraphs 82 to 84 in the Preliminary Report on the sanitary condition of the Colony for 1902 should be considered. The drainage by-laws would require to be altered and probably an ordinance passed to make it enforceable. Many owners of houses would object to have the public sewers ventilated by means of their private drains and ventilation pipes, and the omission of the disconnection of house drains which receive the discharges of water closets, especially when the water closet is situated inside the house, is likely to prove dangerous to the health of the occupants of that house.

Mr. Chadwick pointed out that the matter should be referred to the Board for decision. Trapped gullies are being constructed throughout the city and many of the man-hole covers have had the ventilating openings fitted in.

Dr. Pearce pointed out that the system of ventilating street sewers by means of the house sewers and their ventilating pipes, as proposed by Mr. Chadwick, had been a great source of debate amongst sanitary engineers, and his views on the question were not generally shared by the profession. In towns where water closets exist, the old pipes are absolutely flawless and the old traps always in perfect order. In Hongkong there are very few houses with water closets, and in adopting Mr. Chadwick's scheme it would be possible to exclude from houses with water closets with absolute certainty of disconnecting all water-pipes with the sewer, and the exclusion of houses possessing water closets from the system of ventilation of the sewers as suggested in Mr. Chadwick's report, it might be possible to try the scheme in one district to begin with. The great points to be observed, to avoid danger, are complete absence of leakage and non-porous pipes for drains. For this reason this scheme has not found favour in the eyes of sanitary engineers in water closets towns, as it is well known that householders will often endeavour to have a defective w.c. rather than go to the expense of replacing old fashioned w.c.s by the modern sanitary pattern wash-down closet.

Dr. Atkinson said it might be possible to try this new method by doing away with these intercepting traps in a limited district of the city.

Mr. Chadwick stated that the very reason that caused him to bring this up was that at the present time they had been reconstructing the gullies throughout the city, and as the gullies were now being trapped, whereas a large number of them were formerly left without traps, the means of ventilation had been very extensively reduced.

Mr. Rumball hoped they would do away with the intercepting traps in Robinson Road. He had experimented with these and found that they were breeding-places for mosquitoes.

Dr. Atkinson added that there was a further objection to the ventilating pipes might be to have underneath the windows of the house. The Board should insist on the use of non-porous materials for the drains.

Mr. Chadwick moved that in future in constructing house drainage work intercepting traps be omitted.

Mr. Howard said he was afraid that at that rate it would be 50 years before the work could be carried out.

Mr. Chadwick having limited his motion to apply to only one drainage section of the city.

Dr. Atkinson seconded the motion, and it was agreed to.

Mr. Chadwick's motion was as being a very thoughtful woman. Thinking of the things that he thinks if I happen to be detained at the office till after midnight.

Don't Fool With It.

It will not do to fool with a bad cold. No one can tell what the end will be. Pneumonia, catarrh, chronic bronchitis, and consumption invariably result from a neglected cold. As a medicine for the cure of colds, coughs, and influenza, Chamberlain's Cough Remedy.

A cough is not a disease, but a symptom. It indicates that the lungs and bronchial tubes are inflamed. This inflammation often leads to pneumonia. The surest way to treat a cough is to use Chamberlain's Cough Remedy. It is a safe and effective remedy for all coughs, colds, and influenza.

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ALLEGED ARSON.

Leung Pan Ham, accountant, and Blum Man Wan, shopman, were charged on suspicion of having committed arson by setting fire to No. 44 Gough St. on March 20. Mr. E. R. Hallifax prosecuted and Mr. H. W. Looker (of Messrs Deacon, Looker and Deacon) appeared for the defence.

Evidence was given that on the morning of March 20 an alarm of fire was raised. A seaman, who lived at No. 45, rushed down stairs and found Sin Man Wan in the shop. There were three distinct fires inside the room, but the seaman put them out. About three days before a witness noticed that coolies were engaged taking the shop goods away.

The case was adjourned.

YOKOHAMA SPECIE BANK.

The forty-eighth general meeting of the shareholders of the Yokohama Specie Bank was held on the 10th inst. under the chairmanship of Mr. Soma, the President of the Bank. In presenting the report and accounts, Mr. Soma spoke of domestic and foreign financial affairs, and observed that quiet and healthy conditions continued to exist, though in face of the present political situation merchants were conservative, and no new enterprises were embarked upon.

Notwithstanding the general lowering of interest by the banks, deposits had continued to increase, and there was much business in the money market. Despite these conditions, however, there could be no doubt as to the gradual development of the country's resources. The exports during 1903 were valued at ¥280,500,000, and the imports at ¥317,130,000, a total of ¥600,630,000, an increase compared with the preceding year of ¥70,600,000. This increase was mainly due to the great export of cotton yarn, in consequence of the rise in silver and the fall in exchange that occurred towards the end of the year. The increase was also due to the growth of exports in tea, copper, habutai, and coal.

The chief cause for the rise in imports was the demand for foreign rice, following a year's scarcity of that grain in Japan, and to the increased import of sugar, beans, and wool. On comparing the exports and imports, continued Mr. Soma, it would be seen that there was an excess in exports of over ¥12,490,000 in the latter half of the year, which was not, however, sufficient to make good the excess in imports of ¥40,130,000 during the first half of the year, resulting in an excess in imports for the year of over ¥27,640,000. At the close of last year, the necessity arose for the Government to make remittances for expenditure abroad, and consequently exchange declined and bullion began to flow out of Japan. The stringency that set in on the American money market and the fluctuations in exchange between America and England further stimulated the tendency of the exodus of bullion.

Speaking of conditions abroad, Mr. Soma said there was increased trade in England, without any special feature worthy of note in financial conditions, though, owing to the effects of the South African war, which were still felt in England, coupled with the fact that gold was drawn to Germany, Egypt, and America, there was a general tightness, a proportionately high rate of interest being maintained. In America, though there was for a time a heavy drop in the effects of interest prevailing throughout the year, resulting in an excess in imports for the year of over ¥27,640,000. At the close of last year, the necessity arose for the Government to make remittances for expenditure abroad, and consequently exchange declined and bullion began to flow out of Japan. The stringency that set in on the American money market and the fluctuations in exchange between America and England further stimulated the tendency of the exodus of bullion.

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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

UNDERSHIP	FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	Shanghai	R. SUMMERS	Noon, 26th March	See Special Advertisement
SHANGHAI	London	G. PHILIP	4 p.m., 28th March	Freight and Passage.
LONDON & ANTWERP, Via	Shanghai	J. S. HARRISON	About 30th March	Freight and Passage.
YAMA, Via SHAI, MOJI & KOBÉ	Shanghai	B. H. W. SNOW	About 5th April	Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 25, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the Baltic Sea and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR ST. NAZAIRE, HAVRE AND HAMBURG.

Calling at SINGAPORE AND COLOMBO.

K.S. Albatross, Capt. F. F. F. 2nd April, 1904. Freight.

FOR HAMBURG.

Calling at SINGAPORE AND COLOMBO.

S.S. Bismarck, Capt. F. F. F. 12th April, 1904. Freight.

FOR HAVRE AND HAMBURG.

Calling at SINGAPORE AND COLOMBO.

S.S. Bismarck, Capt. F. F. F. 27th April, 1904. Freight.

FOR HAVRE AND HAMBURG.

Calling at SINGAPORE AND COLOMBO.

S.S. Bismarck, Capt. F. F. F. 3rd May, 1904. Freight.

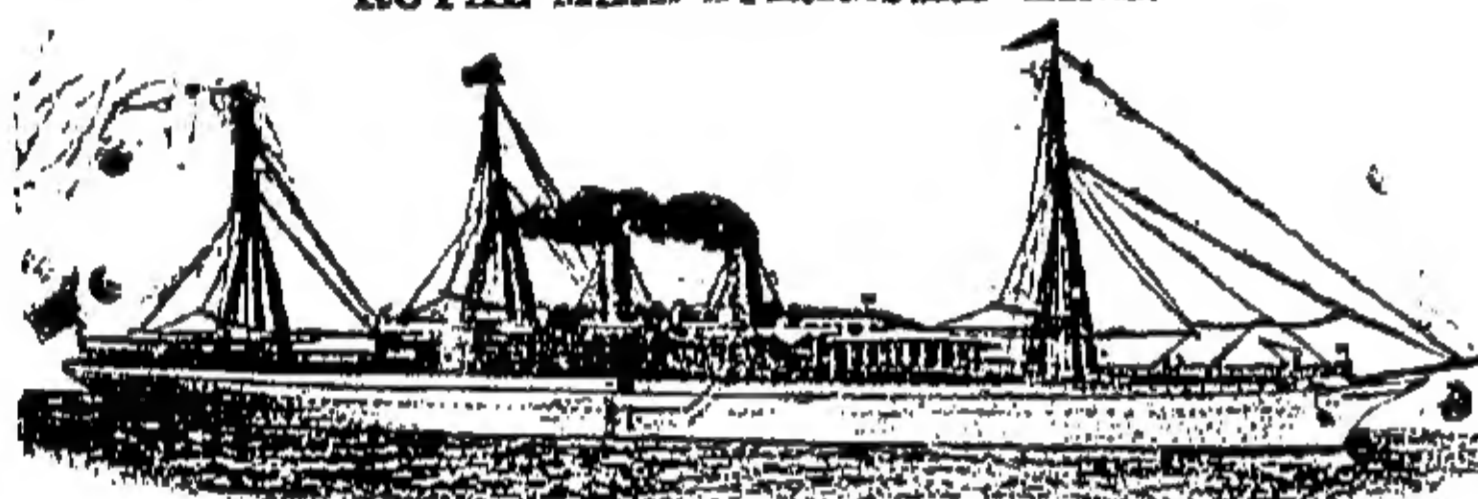
FOR HAVRE AND HAMBURG.

Calling at SINGAPORE AND COLOMBO.

S.S. Bismarck, Capt. F. F. F. 17th May, 1904. Freight.

HAMBURG-AMERIKA LINIE.

H. A. H. Office, Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Train Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.	STEAMERS	TO SAIL ON	REMARKS
R.M.S. EMPRESS OF CHINA	6000 Tons	Wednesday, Mar. 30, 1904.	
R.M.S. EMPRESS OF INDIA	6000 Tons	Wednesday, April 20.	
R.M.S. EMPRESS OF JAPAN	6000 Tons	Wednesday, May 11.	
R.M.S. EMPRESS OF AUSTRALIA	6000 Tons	Wednesday, May 21.	

Hongkong to London.	1st Class	via St. Lawrence	via New York
	£60.	£40.	£42.

The magnificent 'EMPERESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to **D. E. BROWN, General Agent,** PRINCE STREET, HONGKONG, March 9, 1904.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR **PORTLAND, OREGON,**OPERATING IN CONNECTION WITH THE **OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP.	TONS.	CAPTAIN.	SAILING DATE.
INDRAVELLI	4899	R. P. CRANE	April 24, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, February 18, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL ON	REMARKS
KOBÉ (DIRECT)	DAPHNE	MONDAY, 28th March	
FOOCHOW, Via SWATOW	TRIUMPH	WEDNESDAY, Mar. 30, at 10 a.m.	
AND AMOY.	FRITHJOF	THURSDAY, 31st March, at 10 a.m.	
TAMSAI, Via SWATOW	TRITON	WEDNESDAY, April 6, at 10 a.m.	
AND AMOY.	M. STRUTZ	THURSDAY, 7th April, at 10 a.m.	

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers, have been secured instead for maintenance of the Company's Coastal Service. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage, and further information, apply to the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, March 24, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE	REMARKS
GLASGOW AND LIVERPOOL	OPACER	31st March	
GLASGOW AND LIVERPOOL	JASON	5th April	
GLASGOW AND LIVERPOOL	ACHILLES	10th April	
GLASGOW AND LIVERPOOL	ACHILLES	15th April	
GLASGOW AND LIVERPOOL	HYSON	17th April	
GLASGOW AND LIVERPOOL	PROMETHEUS	24th April	
GLASGOW AND LIVERPOOL	DEUCALION	1st May	
GLASGOW AND LIVERPOOL	ULYSSES	7th May	
GLASGOW AND LIVERPOOL	DARDANUS	13th May	

HOMEWARDS.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP	PAULING	29th March	
LONDON & ANTWERP	MACHAON	12th April	
GENOA, MARSEILLES & LIVERPOOL	DIOMEDEUS	14th April	
LONDON & ANTWERP	THESEIACHON	20th April	
LONDON & ANTWERP	JASON	10th May	
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	20th May	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL	REMARKS
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	HYSON	19th April	
K. KOBÉ & YOKOHAMA.			

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, March 24, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
TAIWANFOO AND SHANGHAI	ICHANG	26th Daylight	
YOKOHAMA AND KOBÉ	TAIWAN	26th March, Noon	
TIENTSIN, Via SHANGHAI	SHANGHAI	28th March	
AMOI, MANILA, CEBU & ILOILO	CHENAN	28th March	
NINGPO AND SHANGHAI	HANGCHOW	29th March	
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	CHINGTOW	8th April	

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. † Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, March 25, 1904.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD.—BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND
PASSENGERS AND LOGGERS.N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1904.
PREUSSEN	WEDNESDAY, 30th Mar.
HAMBURG	WEDNESDAY, 13th April.
BRINZ HEINRICH	WEDNESDAY, 27th April.
OLDENBURG	WEDNESDAY, 11th May.
BATERN	WEDNESDAY, 25th May.
SACHSEN	WEDNESDAY, 8th June.
ZIETEN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 20th July.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 30th day of March, 1904, at Noon, the Steamship PREUSSEN, Captain E. PRINZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 28th inst., Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 29th inst., and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 29th inst.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

Norddeutscher Lloyd.For further Particulars, apply to **Melchers & Co., Agents.**

1947

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TREMONT	9008	T. W. Garlick	March 29.
LYRA	4417	G. V. Williams	May 4.
TACOMA	2818	M. Ridley	May 13.
SEAWMUT	9008	W. M. Smith	May 21.

* Have no Second-class Passenger accommodation. † Cargo only.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SEAWMUT..... 9008 tons | Capt. W. M. Smith | About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Seawmut and Tremont have just been fitted with superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

[PARCEL EXPRESS TO THE UNITED STATES AND CANADA.]

No further information, Apply to

Dodwell & Co., Limited,

QUEEN'S BUILDINGS, HONGKONG, March 24, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	Mar. 26, at 1 p.m.
PERLA	1980	A. H. Notley	Manila via Amoy	Mar. 28, at 5 p.m.
RUBI	2540	R. W. Almond	Manila Direct	April 2, at 10 a.m.

For Freight or Passage, apply to **Shewan, Tomes & Co., General Managers.**

Hongkong, March 25, 1904.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI AND CHINKIANG.

(Taking Cargo at through rates to TIENTSIN).

THE Steamship **KOWLOON**, Captain C. STEIN, will be despatched for the above Port TO MORROW, the 26th March, at Noon, instead of as previously notified.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to **SIEMSEN & Co., Agents.**

Hongkong, March 25, 1904.

STEAMSHIP SERVICE TO NEW YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship **KENNEDY**, Captain Geo. R. WALLACE, will be despatched on or about MONDAY, the 28th March, 1904.For Freight and further information, Apply to **STANDARD OIL COMPANY OF NEW YORK,** Oriental Freight Department, Hongkong, March 21, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL, 1904.

AFRIL..... Early in April.

For Freight and further information, Apply to **DODWELL & CO., LTD., Agents.**

Hongkong, February 29, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITE-RRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; Also

PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 5th April, 1904, at 1 p.m., the Company's Steamship **ARAND ZEPHYR**, Captain PLANDIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, Via Ports of Call, WITHOUT TRANS-SHIPMENT.

This Steamer connects at COLOMBO with the Australian Line s.s. Oceanic, bound for MANZELLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 4th April. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, March 24, 1904.

HONGKONG-MACAO LINE.

S. S. WING CHAI, CAPTAIN SAMUEL BEN SMITH.

DEPARTURE FROM HONGKONG on week days at 7.30 a.m.; Excursion on Sundays at 2 p.m.; from Macao week days at about 2 p.m., Sundays at about 7.30 p.m.

Fares (week days): 1st Class (including cabin and servants) \$3; Return Ticket \$5; 2nd class \$1.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3.

Return Ticket, includingiffin and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

What—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 34 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, September 7, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship **LOONGSANG**, Captain WIGALL, will be despatched as above on WEDNESDAY, the 30th inst., at 4 p.m.

This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**

Hongkong, March 24, 1904.

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For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**

Hongkong, March 24, 1904.

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship **SUSANG**, Captain JAMES YOUNG, will be

